

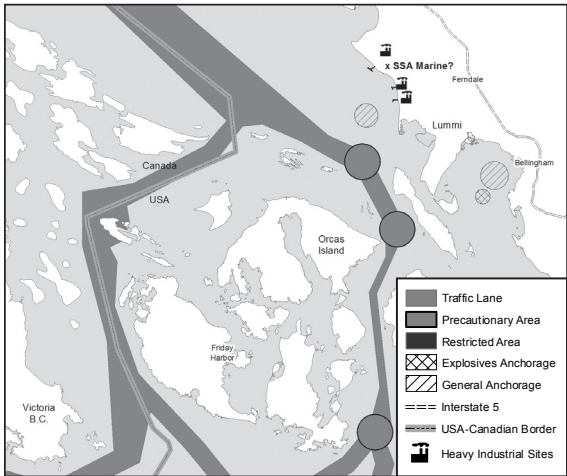
Why the Lummi Nation opposes

The Lummi Nation opposes the proposed Gateway Pacific Terminal because of the destructive impacts the development would have on Lummi cultural resources including traditional cultural properties, Lummi’s treaty-protected fishing rights, and the Lummi *Schelangen* (“way of life”). Other reasons to oppose the proposed project have also been identified including the issues summarized below.



Maritime shipping lanes reduce fishing access and terminal facility

If the terminal is built, Lummi Treaty fishers would have reduced access to fishing areas. Department of Homeland Security exclusion zones around the proposed terminal’s piers and anchorages would further diminish access for Lummi fishermen.

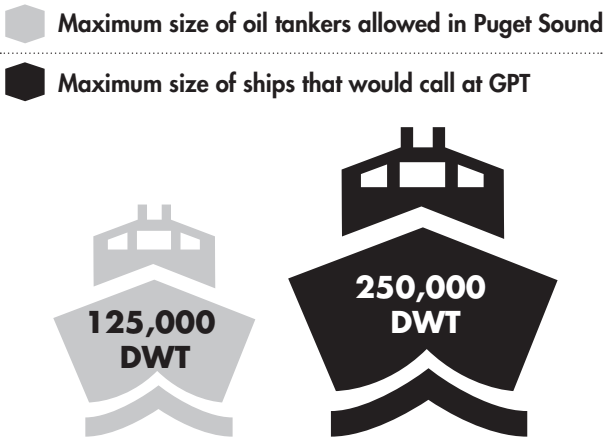


Maritime Shipping Lanes, Anchorages, and Restricted Areas of the Strait of Georgia and the San Juan Islands



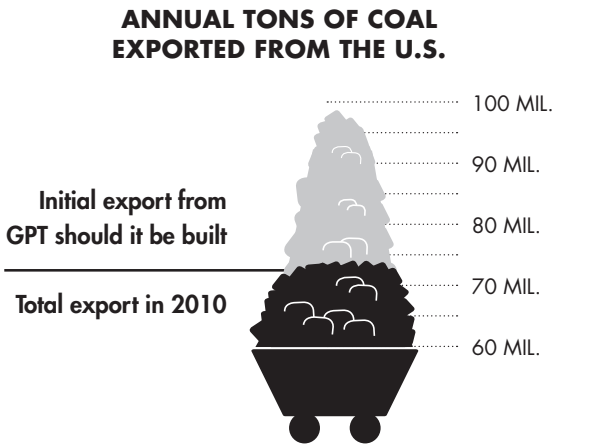
Ships too large to pass through the Panama Canal would call at the terminal

Each year 200 to 400 ships, known as cape-size vessels, would call at GPT. Each capable of carrying 250,000 dead weight tons.

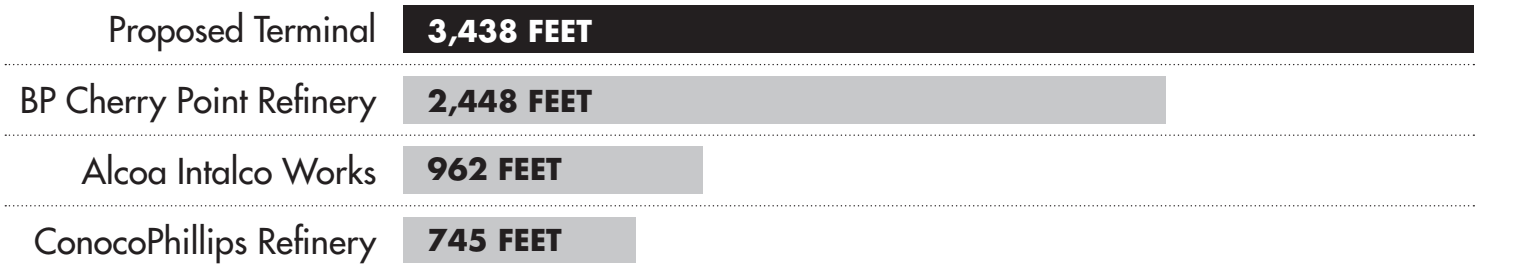


The first commodity likely to be shipped from the terminal would be coal

The U.S. exported 74.1 million metric tons of coal in 2010. The proposed terminal would increase that amount by more than 32 percent.



The wharf of the proposed development would be almost 1,000 feet longer than the other three existing docks



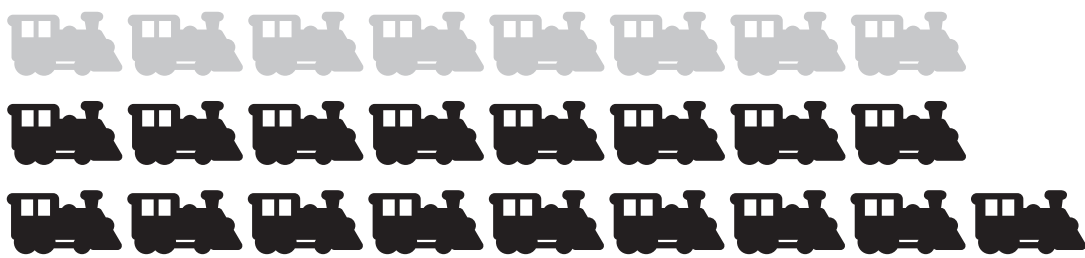
Additional train trips every day through Western Washington

The proposed terminal would cause more than 18 additional train trips per day, more than doubling the current number.

 2 train trips per day

 Current trips per day

 Potential trips per day



Traffic delays can mean a safety risk

The Federal Railroad Administration has said that an ambulance racing to a heart attack victim or a car accident may be delayed only a few minutes by a passing train. But every minute counts in an emergency.



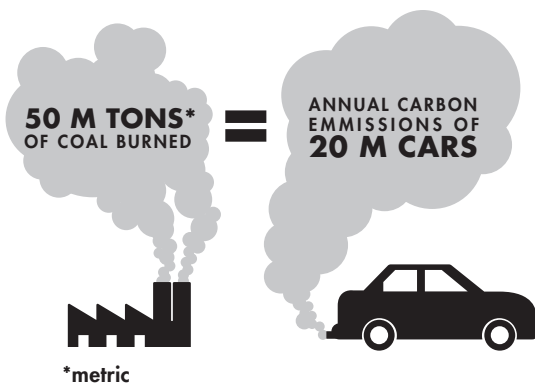
EVERY MINUTE AN EMS VEHICLE IS DELAYED, THE CHANCE OF DEATH INCREASES BY 17%



SOURCE: COLUMBIA UNIVERSITY

Impact of burning coal

Able to ship between 24 and 48 million metric tons of coal per year, the proposed terminal would support the continued global reliance on fossil fuels for energy, increasing the impacts of climate change.



SOURCE: SIGHTLINE INSTITUTE

The U.S. Army Corps of Engineers, the Washington State Department of Ecology and Whatcom County are coordinating an Environmental Impact Statement (EIS). The Lummi Nation has provided testimony and will be submitting written comments about topics that need to be addressed in the EIS. The draft EIS is expected to be completed and ready for public review in 2014.

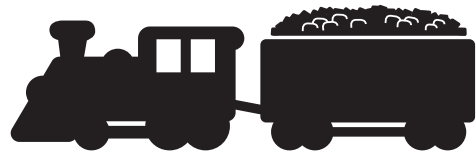
For more information and project updates, please visit the Lummi Nation Awareness Project at lnnr.lummi-nsn.gov/LummiWebsite/Website.php?PageID=235



Trains lose approximately three percent of their load of coal in transit

Coal dust from coal trains degrades water quality, including in salmon bearing streams, can impact human health, and can destabilize train tracks leading to derailments/train accidents

3% 



Trains lose approximately three percent of their load of coal in transit from the Powder River Basin, resulting in an accumulation of coal dust along the railway.

SOURCE: BURLINGTON NORTHERN-SANTA FE RAILWAY



Carbon dioxide is a major contributor to climate change

The Environmental Protection Agency has found that the average coal-fired power plant emits:

- 1.3 times more carbon dioxide than a petroleum oil-fired power plant
- 2 times more carbon dioxide than the average natural gas-fired power plant



VESSEL TRAFFIC



CULTURE



FISHERIES IMPACT



HEALTH



JOBS



LAND IMPACT



TRAIN TRAFFIC



CLIMATE CHANGE